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CENTRAL INTELLIGENCE AGENCY

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**SUBJECT** 

Shipments of Petroleum Products in the Volga-

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SUPPLEMENT TO

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Since the end of World War II the shipments of petroleum products on the Caspian Sea have not reached the pre-revolutionary peak of 1917, and not even the prewar peak of 1939. Although the exact reasons for this situation are not known, public opinion blames it on the inadequate production methods of the Soviets and on the impoverishment of the Baku oil fields. 25X1A

2. There are three petroleum shipping companies engaged in this traffic

the following information on their shipments:

ReydTanker. The annual transport capacity of this company is 8.5 million tons for the navigation period which lasts from March to December. In 1941, at the beginning of World War II, ReydTanker's annual figure dropped from the eight million tons shipped in 1938 to 4.5 million tons. During World War II there was a sharp increase in shipments in 1943, when 8.5 to 9 million tons were moved. This increase, however, was due to the special conditions created in 1942 by the siege of Stalingrad. The Volga was closed to shipping that year and the petroleum products normally going up the river were stocked in Baku until 1943, when the siege was lifted.

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25X1X	y *	From 1943 on there was again a sharp decrease in shipments, which amounted to only 5.6 million tons in 1949. In 1950 when ReydTanker started to ship Tuymazy crude oil, the shipments increased again to a total of 6.4 million tons. The transport plan for ReydTanker set a figure of 6.8 million tons for 1951. It should be noted that the Five Year Plan 1946-1951 did not envisage the attainment of prewar oil production, and there was no indication that the shipments of ReydTanker would increase in 1952 and subsequent years. To sum up, the following table can be set up. The figures are in million tons of POL products shipped:	5X1X
		Annual capacity 8.5	
		1938 8 1941 4.5 1943 8.5-9 1949 5.6 1950 6.4 1951 (Plan) 6.8	
25X1	(b)	KaspTanker. The oil transport capacity of this company is approximately nine million tons per navigational year. In the postwar years fluctuations in this company's shipments were similar to those of ReydTanker. An interesting point is that after WW II the reduced needs in oil shipments led to the conversion of some oil tankers into dry cargo freighters.  this was done with the 1,500-ton tanker Na Vakhte and some others.	25X1
	(c)	VolgaTanker. The physical transport capacity of this oil company is well above that of ReydTanker and it has better tugbeats and barges. The actual capacity, however, is lower than ReydTanker's because of certain navigational difficulties over the one thousand km route of VolgaTanker and because its navigation season is only from the end of April to the beginning of November.	
Bre	akdowr	n of ReydTanker Shipments	
3. 25X1A	requiducti the M Petro plans	eneral the annual navigation transport plan has to satisfy the trements set by the national Five-Year Plan and the annual pro-ton plan. On the basis of the annual transport plan, prepared by dinistry of the Merchant Fleet, the transport plan, prepared by cleum Shipping Fleet (GlavNefteFlot) prepares quarterly transport of for oil products, assigning quotas to the individual tankers parges.	
4.	it is Diment compl prior	ast be emphasized, however, that all these shipping plans exist by on paper and that they are constantly violated. In most cases either the Ministry of the Merchant Fleet itself or the paper for Oil Distribution (GlavNefteSbyt) which, in sete disregard of established and approved plans, requests ity for gasoline shipments. As a consequence, the transport ark oil products is usually lagging.	
5.	UU MB	50 ReydTanker transported 6.4 million tons of petroleum products trakhan and Gur'yev. In the plan for 1951 the following quans, given in million tons, were foreseen:	25X1
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ı)	Ethyl Gasoline	
•,	50% B-100 and 50% B-70 gasoline First priority shipments	
<b>)</b>	Kerosene 0.9	•
	Transported mostly at the beginning and end of navigation season because it is needed for agriculture	
3)	Ligroin	
- )	Transport time is the same as for kerosene	
i)	Mazut (all types)	
	Sharp increase in transport usually at the end of navigation period to create stocks for winter operations when shipments are stopped	
`( <b>•</b>	Oils (all types) 0.5	
	The breakdown on oils was as follows:	
	Turbine oil 5%	
	Aviation oil 5%	· .
	Automobile oil 45% Diesel oils 45%	
r)	Diesel Fuels (all types) 1.2	
	The breakdown was as follows:	
	Solar oil  Heavy Diesel fuel "T"  Medium Diesel fuel "S"  Light Diesel fuel "L"  40% or 0.48 mil tons  15% or 0.18 mil tons  15% or 0.36 mil tons  15% or 0.18 mil tons	
g)	Gas 011 0.3	
h)	Tuymazy crude oil (Carried on return trips)	
ha	we the following information on petroleum shipments which d	lo not
rig	inate in the Volga-Caspian region:	<i>:</i>
a)	any information on quantities or types, these shipments are carried by the Soviet or by the Rumani fleet. however, that from 1945 on, a number of captains, engineers, and radio operators from ReydTanker vesent periodically to the Danubian Soviet State Shipping Co	rere mpany
	in Izmail. According to rumors, these people were sent to local personnel in petroleum shipping tasks, and to organitransports. After two or three years the ReydTanker personeturned to their former functions and other people were replace them in Izmail.	ze the
b)	information on petroleum shipments up the Danube Reni.	e to
c)	As far no Soviet petroleum shipments are made to Eastern Germany. The origin of POL supplies in Eastern Germany.	

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